



John Louis
GILA RIVER INDIAN COMMUNITY
SACATON, AZ. 85247

ADMINISTRATIVE OFFICES
P. O. Box 97
(602) 562-3311 or 963-4323

July 12, 1989

Mr. Larry Landry
Landry Associates
2 N. Central #1950
Phoenix, Arizona 85004

Dear Mr. Landry,

During our recent meeting discussing roads development plans on the reservation, you requested clarification of the Gila River Indian Community's north-south access points to the Southwest Loop freeway. We indicated that the tribe's master plan for the northern border area identifies 7th Street as critical and necessary to service existing and planned development. However, 7th Avenue is not needed for access to Community lands, as staff has made clear on a number of occasions during Technical Advisory Committee sessions with ADOT and its consultant, HDR, Inc.

I hope this clarifies the tribe's position on 7th Street, rather than 7th Avenue, being the requested point of access. If you have any further questions, please do not hesitate to contact me.

Sincerely,

Thomas R. White
THOMAS R. WHITE - Governor
GILA RIVER INDIAN COMMUNITY

cc: CAntone, Land Use Planning
DHallock, OP&E



ROSE MOFFORD
Governor
CHARLES L. MILLER
Director

ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

July 3, 1989

THOMAS A. BRYANT, II
State Engineer

Dorothy Hallock
Comprehensive Planner
Gila River Indian Community
P. O. Box 97
Sacaton, Arizona 85247

RE: South Mountain Freeway

Dear Dorothy:

Recent statements made by Gila River Indian Community (GRIC) staff at various meetings indicate that there is some confusion regarding location of the South Mountain Freeway and access afforded the GRIC to the freeway.

For your information, I have attached one of our handouts depicting the alignment, design features and approximate right-of-way for the South Mountain Freeway.

I should point out that sheet 5 of 11 fails to show the proposed Estrella Drive grade separation which is part of the design concept. Otherwise, these handouts are consistent with the Design Concept Report, Design Concept Report Plans Set, and Final Environmental Assessment transmitted to GRIC July 27, 1988.

If you have any questions or need further clarification, please do not hesitate to contact me.

Sincerely,

John L. Louis
JOHN L. LOUIS
Assistant Urban Highway Engineer
Urban Highway Section

JLL:SAM:vlb

Attachment

cc: Ed Wueste, FHWA





GILA RIVER INDIAN COMMUNITY

SACATON, AZ 85247

*Executive Office of the
Governor and Lt. Governor*

315 West Casa Blanca Road
Post Office Box 97

July 12, 1999

(520) 562-6000
Fax: (520) 562-6010

The Honorable Mayor Skip Rimsza
City of Phoenix
200 West Washington Street
Phoenix, AZ 85003

Dear Mayor Rimsza:

The Gila River Indian Community (the "Community") has received a draft copy of the South Mountain Parkway Specific Plan which was prepared by the City of Phoenix's Planning Department. Members of my staff have completed a preliminary review of this draft plan that proposes an alternative alignment through our Community.

While this proposed plan would obviously benefit the City of Phoenix's limited access to the west valley, the Community does not see any benefits to having this alignment on our lands. We do not desire to see the proposed state highway proceed through any portion of South Mountain due to cultural and religious significance. However, there are several disadvantages to Alternative "B".

- There is no guaranteed access which would be provided to the Community through the development of this proposed highway. We would require access.
- The alignment, as proposed, is not eligible for the \$85 million in parkway funds unless the Maricopa Association of Governments (MAG) approves the new alignment. Which entity would pursue parkway funds and the change of alignment?
- ADOT would be required to complete environmental studies in this area according to regulations.
- ADOT's State Transportation Board would have to approve this alignment as a new state highway, and according to ADOT, this would be a limited access highway.
- The plan discusses proposed noise and visual mitigation elements which would only benefit the residents of the Ahwatukee Foothills area. There appears to be no positive aesthetic enhancements for the Community. Therefore, the Community would be subject to negative noise and visual impacts from the proposed highway. This is not acceptable.
- The proposed alignment creates the potential for incompatible development opportunities for the Community's landowners in the area. Therefore, the proposed highway alignment may not meet mutual objectives. Our future development in this area would be limited.

The Honorable Mayor Skip Rimsza
July 12, 1999
Page 2

Since the toll road concept has been abandoned, the Community has not pursued further discussions as to any alternative alignment(s) on our land. However, ADOT has recently requested the Community's consideration on an alignment south of South Mountain. The Community's Gila Borderlands Plan conveyed a conceptual plan for an alternative alignment if the toll road concept had proved feasible and advantageous to our Community.

We remain very concerned that your office did not communicate its intent to circulate a plan of this nature, prior to distribution, given the key role the Community would have in the proposed project. If a project of this magnitude were to occur, it would be on a government to government relationship. However, a planner within the City of Phoenix's Planning Department distributed it to two staff members of mine who are not directly involved in transportation planning issues. In the future, I strongly suggest that documents of this nature be provided directly to my office with copies to Ms. Sandra Shade, Director of our Community's Department of Transportation via the Mayor's office.

In closing, our Community has roadways within our respective areas which we consider to be a priority. The dilemma currently confronted by the City of Phoenix is not a priority our Community desires to undertake at this time. Should the Community desire to entertain this matter further, we will contact your office.

Sincerely,

Mary V. Thomas
7-12-99

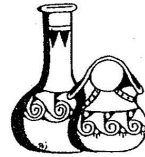
Mary V. Thomas
Governor

MVT:ss

cc: Cecil F. Antone, Lt. Governor, GRIC
Community Council, GRIC
I-10 & Pecos Landowners Association, GRIC
Districts 6 & 7 Communities, GRIC
Sandra Shade, Director, GRIC DOT
Mary Peters, Director, ADOT
Sal DiCiccio, Councilman, City of Phoenix



GILA RIVER INDIAN COMMUNITY



DISTRICT 7 SERVICE CENTER
RURAL ROUTE 4, BOX 186
LAVEEN, ARIZONA 85339

(520) 430-4780
FAX (520) 430-3224

Memorandum

To: Mr. John D. Godec
South Mountain Corridor Team Leader

Fr: Keith R. Fohrenkam, Chairperson *KRF*
GRIC District Seven

Date: December 11, 2001

Re: South Mountain Freeway

Upon the District review of your presentation on the proposed routes for the South Mountain Freeway, it is the majority ruling of the District Seven Community members to write this letter in opposition of the Freeway coming through the District Seven Community.

If you should have any further questions, please call the telephone numbers listed above. Thank-you.

xc: file

GILA RIVER INDIAN COMMUNITY

Executive Office of the Governor & Lieutenant Governor

Donald R. Antone, Sr.
Governor



Richard P. Narcia
Lieutenant Governor

January 10, 2002

Mr. Victor Mendez, Director
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, AZ 85007

Re: Reduced Corridor Study for the South Mountain EIS

Dear Mr. Mendez:

The Gila River Indian Community (the "Community") appreciates being included as a key stakeholder for the South Mountain Corridor EIS. As you know, this corridor has been the subject of several studies during the past fifteen years. Several of these studies considered freeway alignments on our Community's lands and these studies all concluded that freeway alignments more than a few miles south of Pecos Road are not feasible.

The Community is not interested in revisiting alignments South of the Ocotillo Road section line, as referenced with the accompanying map to the Right of Entry Permit No. RE-02-01 that was granted by our Community Council on September 5, 2001.

As recently as 1996, studies showed such alignments to be infeasible. In light of the above considerations, the Community Council has indicated that the study area on Community land be limited to the area North of the Ocotillo Road section line and North of the Gila River. We do not wish to preclude options, however, we do not believe there is value in studying alignments outside this area.

We looked forward to a continued working relationship with the South Mountain EIS project team.

Sincerely,

Donald R. Antone, Sr.
Governor

Victor Mendez, Director
January 10, 2002
Page 2

Reduced Corridor Study for the South Mountain EIS

cc: Richard P. Narcia, Lt. Governor
Sandra Shade, Director, GRIC DOT
Fred Ringlero, Director, GRIC LUP&Z
Bill Hayden, Special Assistant to Director, ADOT
Mary Viparini, Project Manager, ADOT
Steve Martin, Project Manager, HDR
Bill Vachon, Engineer, FHWA
Davis Pecusa, Superintendent, BIA Pima Agency

GILA RIVER INDIAN COMMUNITY
Executive Office of the Governor & Lieutenant Governor

Donald R. Aronow, Sr.
Governor



Richard P. Narcia
Lieutenant Governor

April 25, 2002

Mr. Robert E. Hollis
Division Administrator
Federal Highway Administration
234 N. Central Avenue, Suite 330
Phoenix, AZ 85004

**Re: Development of Alternative Alignments for a South Mountain Transportation Corridor
on Gila River Indian Community Lands**

Dear Mr. Hollis:

As you are aware, staff from our Community have partnered with members of your staff, Arizona Department of Transportation, and the consultant team regarding the Environmental Impact Statement and Design Concept Report for the South Mountain Transportation Corridor Study. In addition, we have initiated a Gila Borderlands Task Force that is currently working on updating development plans along our northern boundary which is adjacent to the proposed transportation corridor.

Our Community Council adopted a resolution in August 2000 which in essence does not support any freeway alignment on Tribal land within the proposed study area. Therefore, until such time that our Council revisits this resolution and modifies or rescinds it, the Community can not offer any alignments for inclusion into the above study.

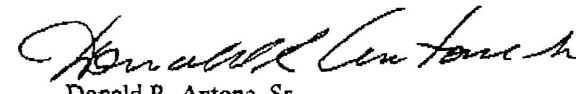
The Gila Borderlands Task Force has had preliminary internal discussions regarding potential alignments which may be advantageous to the Community and allotted landowners. The Task Force, as a recommending body, will continue to discuss the matter at future meetings. Should the resolution issue be resolved and the alignments forwarded to our Natural Resources Standing Committee, the Committee will determine whether the proposed alignments have merit which warrant their support for a favorable recommendation to our Community Council. In the meantime, the Community appreciates your understanding that only the Community government has the right to designate alignment alternatives within its boundaries.

Mr. Robert E. Hollis
April 25, 2002
Page 2

EIS/DCR South Mountain Transportation Corridor

Members of my staff will continue to work with your staff during this study process. We look forward to a continued mutually beneficial working relationship.

Sincerely,



Donald R. Antone, Sr.
Governor

cc: Richard P. Nacchia, Lt. Governor
Victor Mendez, Director, Arizona Department of Transportation
Davis Pecusa, Superintendent, BIA, Pima Agency
Sandra Shade, Director, GRIC DOT

Richard P. Nacchia
GOVERNOR



Mary V. Thomas
LIEUTENANT GOVERNOR

Gila River Indian Community
EXECUTIVE OFFICE OF THE GOVERNOR & LIEUTENANT GOVERNOR

April 11, 2003

Mr. Robert E. Hollis
Division Administrator
Federal Highway Administration
Arizona Division
One Arizona Center, Suite 410
400 E. Van Buren St.
Phoenix, AZ 85004-2285

Re: HDA-AZ File #: NH-202-D(ADY)

Dear Mr. Hollis:

This correspondence is in response to your March 6, 2003 letter in which you have requested the Community to identify a corridor for study for the Environmental Impact Statement Study for the South Mountain Corridor Study.

As you will note from the attached letter to ADOT dated January 10, 2002 and accompanying map to the Right of Entry Permit, a reduced corridor study was outlined as the area North of the Ocotillo Road section line and North of the Gila River.

For the Community to offer an "alignment(s)" for study, we would have to undertake a similar process that ADOT's consultant, HDR, is currently undergoing with regarding to the Environmental Impact Statement Study. If the Community were to "dictate" an alignment for study, this might defeat the purpose of the study.

As also conveyed in a letter to FHWA dated April 25, 2002 our Community Council has adopted a resolution in August 2000 which in essence does not support any freeway alignment on Tribal land within the proposed study area. Until such time that our Council revisits this resolution, the Community staff, as a part of the monthly EIS meetings, cannot offer any alignments for consideration.

315 WEST CASA BLANCA ROAD • POST OFFICE BOX 97 • SACATON, ARIZONA 85247
TELEPHONE: (520) 562-6000 • FAX: (520) 562-6010 • EMAIL: executivemail@gric.nsn.us

Robert E. Hollis
April 11, 2003
Page 2

At this time, we feel that you have a corridor to study alignments. Any alignments for consideration must be ultimately approved by our Community Council.

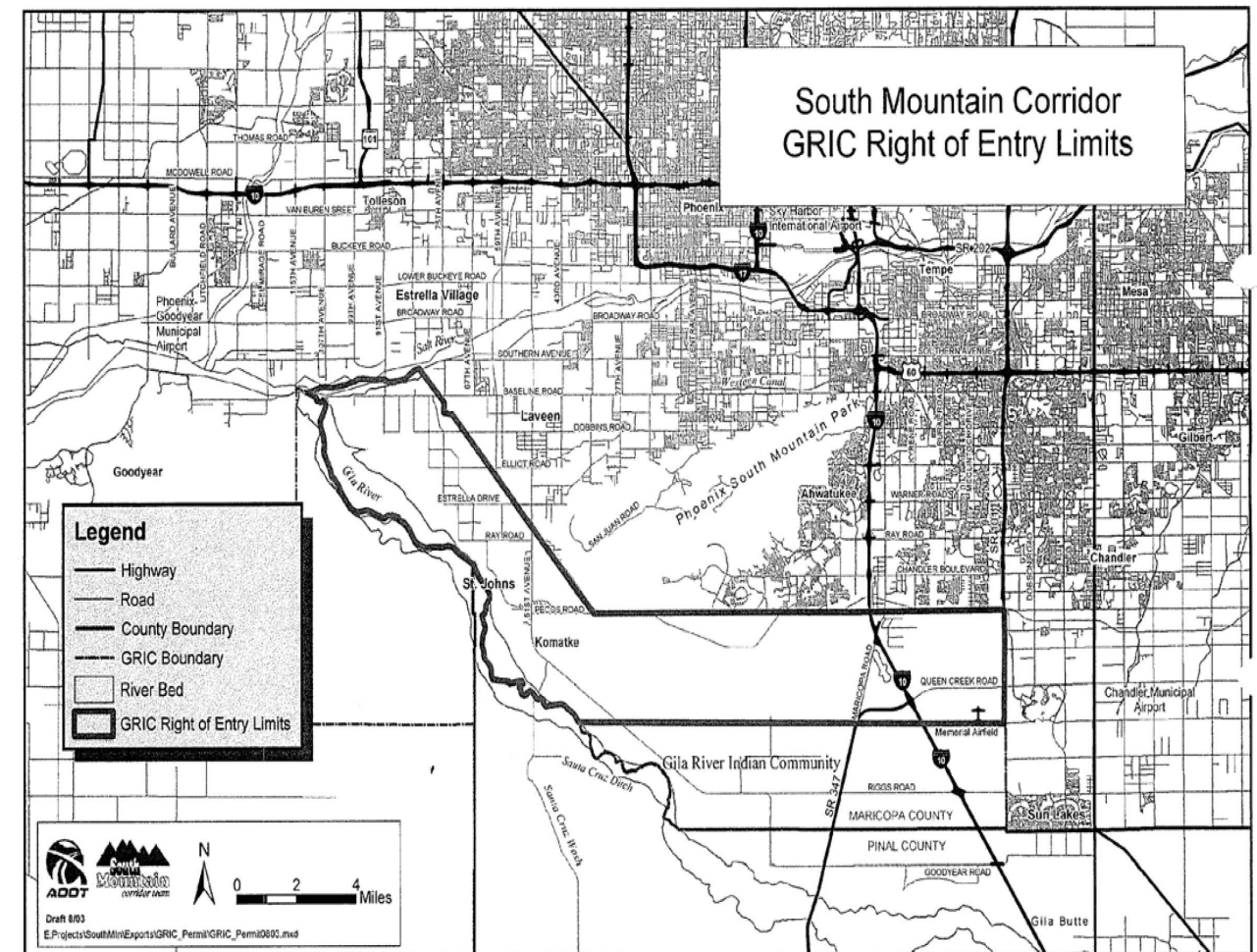
Sincerely,

Richard P. Nance

Richard P. Nardcia
Governor

cc: Mary V. Thomas, Lt. Governor
Community Council , GRIC
Victor Mendez, Director, ADOT

attachments: Correspondence dated January 10, 2002 to ADOT Director
Correspondence dated April 25, 2002 to FHWA Division Administrator





GILA RIVER INDIAN COMMUNITY

DISTRICT NO. 6 SERVICE CENTER

Post Office Box 54
Sacaton, Arizona 85339
(520) 550-3805
(520) 550-3806
FAX: (520) 550-2900

April 23, 2003

Governor Richard P. Narcia
Gila River Indian Community
P. O. Box 97
Sacaton, Arizona 85427

Re: South Mountain Freeway

Dear Governor Narcia:

During this past year the Federal Highway Administration and the Arizona Department of Transportation began an Environmental Impact Study for the Future South Mountain Freeway. Meetings were held in the Districts to discuss the study with their residents and several articles appeared in the Gila River Indian newspaper. As a result of these activities, our District Six residents began to inquire as to where the future freeway might be and if it would impact their property.

As you are aware, our District Six Community and the Community Council had adopted a resolution in August 2000 which did not support construction of new highways within our District boundaries.

Based upon increased interest and requests from District Six residents, a meeting was scheduled in December 2002 to provide an opportunity to update the District Six Community and respond to questions from landowners, community residents, and District Community Council members. ADOT and HDR staff and answering many questions from our residents, the District Six Community voted to permit ADOT to proceed with their study. The Community emphasized that approval did not replace the 2000 resolution.

This is a letter of support, on behalf of the District Six Community, for ADOT to proceed with the Environmental Impact Study for the future South Mountain Freeway and to abide by the resolution enacted in the year 2000.

Page 2
Governor Richard Narcia
April 23, 2003

Sincerely,

A handwritten signature in cursive script, appearing to read "Albert Pablo".

Albert Pablo
Chairman, District Six Community

Cc: District Six Councilmen (3)
File

Richard P. Narcia
GOVERNOR



Mary V. Thomas
LIEUTENANT GOVERNOR

Gila River Indian Community
EXECUTIVE OFFICE OF THE GOVERNOR & LIEUTENANT GOVERNOR

May 5, 2003

Honorable Mayor Skip Rimsza
City of Phoenix
200 West Washington
Phoenix, AZ 85001

Re: Extension of 48th Street South to the Boundary of the Gila River Indian Community

Honorable Mayor Rimsza:

This is to apprise you of the concerns of the Gila River Indian Community (the "Community") regarding the extension of 48th Street South to the Community's boundary. In June 1998, Mr. Frank Fairbanks, Phoenix City (the "City") Manager, along with other City staff met with then Governor Mary Thomas and members of her staff. The purpose of the meeting was to discuss 48th Street and how vital the connection to the Community will be for our development plans in our North Central area which encompasses over 2,000 acres. A copy of our Gila Borderlands Study was provided which depicts development along 48th Street. During that meeting assurances that 48th Street would be constructed to our common boundary were conveyed by Mr. Fairbanks to the Community. Based upon this discussion, we proceeded with the development of this area. This included making investments in excess of \$200,000,000 for our Wild Horse Pass Resort and Casino and rezoning the area South of Ahwatukee for commercial use. This was done on the premise and understanding that 48th Street would be our "signature" entrance into our development area. The appraisals and rental contracts for these developments are based on access to 48th Street that is connected through the City of Phoenix.

The February 24, 2001, Arizona Republic article on "Battle of 48th Street" indicates that "after the meeting with the City of Phoenix and the Community, the Pecos connection to I-10 was redesigned, elevating one ramp and depressing the other below street level so that 48th Street could be extended to the Gila River Community border."

Since the meeting in 1998, we have relied on the commitments made by City officials. As you will note from the attached correspondence, over the past few years we have continued to communicate our intent to the City. We have never been officially informed to the contrary of any changes. We are also aware that the City requested an amendment to the General Plan allowing it to make 48th Street into a four-lane arterial road and take the street from where it ends now just South of Chandler Boulevard through Pecos Park, and into our Community. We understand that the City often extends arterial streets into other jurisdictions and requires developments to be planned around those streets.

315 WEST CASA BLANCA ROAD • POST OFFICE BOX 97 • SACATON, ARIZONA 85247
TELEPHONE: (520) 562-6000 • FAX: (520) 562-6010 • EMAIL: executivemail@gric.nsn.us

Honorable Mayor Skip Rimsza
May 5, 2003
Page 2

As recently as April 3, 2003 members of my staff met with staff from the City along with a representative from the Arizona Department of Transportation (the "ADOT") to again discuss common access points within the City. In that meeting a Park plan, approved in 1999, was provided to our staff which showed 48th Street as a dead end road North of the boundary. During this meeting, City staff indicated that if the Community wanted to pay an estimated \$3,000,000, which would include widening the bridge and providing a grade separation, then perhaps Ahwatukee residents may agree that the roadway be extended. The future roadway is on a section line and constitutes a major arterial for both the Community and the City.

ADOT also has been aware of our plans and they too have ignored the Community's plans to extend this roadway to four lanes, given their construction of a two lane bridge over the freeway. A four-lane structure will be required for our plans to come to fruition. In addition, neither the City nor ADOT has indicated a willingness to share in the above referenced costs.

The Community never received official notice that a retention basin would become a park and that this factor would preclude the construction of 48th Street to our boundary. This is contrary to our written request of June, 1998, in which we requested that we be advised of any actions that may impact our Community.

We need to know if the City is still committed to the extension of 48th Street South to our boundary as a major arterial. I therefore request an opportunity to meet with you and the City Manager to discuss this matter. Please have a member of your staff contact Mr. Jose Solarez, Economic Development Planner, at (520) 562-6131 to schedule this meeting.

Sincerely,

GILA RIVER INDIAN COMMUNITY

Richard P. Narcia
Richard P. Narcia
Governor

cc: Mary V. Thomas, Lt. Governor
Community Council, GRIC
Wild Horse Pass Development Authority
✓Victor Mendez, Director, ADOT

attachments: Correspondence dated June 18, 1998 to Phoenix City Manager
Correspondence dated August 18, 2000 to Phoenix City Manager



GILA RIVER INDIAN COMMUNITY
SACATON, AZ 85247

*Executive Office of the
Governor and Lt. Governor*
315 West Casa Blanca Road
Post Office Box 97

(520) 562-6000
Fax: (520) 562-6010

June 18, 1998

Mr. Frank Fairbanks
City Manager
City of Phoenix
200 W. Washington
Phoenix, AZ

Dear Mr. Fairbanks,

I appreciate the visit by you and your staff members to discuss our mutual planning and transportation issues.

As you are aware the Community has development plans our lands south of Pecos Road, that we consider essential to our long term economic prosperity. Enclosed is a copy of the Gila Borderlands Study, recently adopted by the Community Council, that reflects our current planning for our lands that border your City.

The City's agreement to extend the 48th Street right-of-way to the Community boundary, and to work with the Community in determining the mutual agreed upon alignment was very encouraging. We are currently constructing 48th Street about ¼ mile south of Pecos Road, and will be locating some utilities in the corridor to the north. I would like to have our staff work with your staff as soon as possible to determine the exact location. Sandra Shade, our Department of Transportation Director, will be coordinating our 48th Street alignment.

I hope the City of Phoenix and the Gila River Indian Community can work cooperatively in planning and developing our mutual boundary. Please keep us informed of any actions that may impact our Community.

Cecil F. Antone
Mary V. Thomas, Governor
Gila River Indian Community

cc: Cecil F. Antone, Lt. Governor
Sandra Shade, Transportation Director

GILA RIVER INDIAN COMMUNITY
Executive Office of the Governor & Lieutenant Governor

Donald R. Antone, Sr.
Governor



Richard P. Narcia
Lieutenant Governor

August 18, 2000

Mr. Frank Fairbanks
City Manager
City of Phoenix
200 W. Washington
Phoenix, AZ 85001

Dear Mr. Fairbanks:

In June of 1998 representatives from the Gila River Indian Community and the City of Phoenix met to discuss mutual planning and transportation issues regarding the extension of 48th Street south to our Community's boundary. It is my understanding that the City agreed to extend 48th Street and to work with our staff in determining the mutual agreed upon alignment of the roadway.

We are still interested in pursuing this important project because as the Community conveyed during the earlier meetings, our long range plans include a variety of economic and commercial developments on over 2,000 acres that will surround our Wild Horse Pass Casino.

We would like to request a meeting with you and representatives of the City's transportation staff to discuss the 48th Street extension. Please have a member of your staff contact Ms. Carol Buckles, Executive Assistant, at (520) 562-6040 to schedule a date and time. Should your staff have any questions or desire additional information they may contact Ms. Sandra Shade, Director for our Community's Department of Transportation at (520) 562-6110.

Sincerely,

Richard P. Narcia

Richard P. Narcia
Lt. Governor

cc: Donald R. Antone, Sr., Governor
Sandra Shade, Director, GRIC DOT
Dale Gutenson, Consultant, GRIC

Richard P. Nacchia
GOVERNOR



Gila River Indian Community
EXECUTIVE OFFICE OF THE GOVERNOR & LIEUTENANT GOVERNOR

September 10, 2003

Honorable Mayor Neil Giuliano, Chair
Transportation Policy Committee
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

Dear Chairman Giuliano:

Recently, representatives from the Maricopa Association of Governments (MAG), a member of the Transportation Policy Committee (TPC), and a City of Phoenix representative met with members of my staff to discuss the possibility of our Community supporting a motion at an upcoming TPC meeting regarding the South Mountain Freeway.

During the past two years, the Gila River Indian Community has participated, as a key stakeholder, in the Environmental Impact Statement (EIS) Study for the South Mountain Freeway Corridor. Meetings have been held with the administrators for the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) to inform them of the Community's position regarding the proposed freeway. In addition, our Community Council adopted a Resolution in August 2000, which in essence, does not support any freeway alignment on Tribal lands within the proposed study area. Therefore, until such time that our Council revisits this Resolution, the Community will not support or endorse any proposed alignments within our boundary.

We feel strongly that it is premature for any freeway alignment to take precedence over another given that the EIS study is still two years away from a Record of Decision. Further, we feel that any alignments identified outside the Community's boundary should not be precluded from the study and must also include the original Pecos Road alignment that was identified in MAG's Long Range Transportation Plan in 1985.

Honorable Neil Giuliano, Chair
September 10, 2003
Page 2

Members of my staff will continue to work with the study team for the EIS; however, any alignments for consideration or approval must be ultimately approved by our Community Council.

Sincerely,

Richard P. Nacchia
Governor

cc: Mary V. Thomas, Lt. Governor
Gila River Community Council Members
Urban Giff, Community Manager
Gary Bohnee, Executive Assistant, GRIC
Sandra Shade, Director, GRIC DOT
Davis Pecusa, Superintendent, BIA Pima Agency
Victor Mendez, Director, ADOT
Bill Hayden, Special Assistant to Director, ADOT
Robert Hollis, Division Administrator, FHWA
Dennis Smith, Executive Director, MAG

Richard P. Narcia
GOVERNOR



MARY V. T.
LIEUTENANT G

Gila River Indian Community

EXECUTIVE OFFICE OF THE GOVERNOR & LIEUTENANT GOVERNOR

October 14, 2005

Mr. Victor Mendez, Director
Arizona Department of Transportation
206 S. Seventeenth Avenue
Phoenix, AZ 85007-3213

Dear Director Mendez:

On behalf of the Gila River Indian Community (the "Community"), I appreciate the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) for taking the time to meet to discuss important transportation issues that face our respective organizations.

As such, I believe the key to building a successful partnership is to develop a better communication process and protocol. Central to this effort is the need to identify a point of contact in our respective organizations that is both knowledgeable and capable of speaking in an official capacity. For the Community, Ms. Sandra Shade, Director, Gila River Department of Transportation will continue to serve as the primary contact.

Consistent with our discussion, the Community would like to have Mr. Bill Hayden serve as the ADOT's primary liaison to the Community. As a part of your current team, Mr. Hayden brings to the table the requisite experience in working with tribal governments. He has an established relationship with the Community Council, key staff, and the Bureau of Indian Affairs (BIA). Of equal importance are his experience, knowledge and respect for our tribal protocol. The Lieutenant Governor and I both feel strongly that Mr. Hayden has demonstrated the ability to work with our leadership in an effective manner and, therefore, remain unyielding in our request that he serve as the key point of contact from ADOT to work with our Community on this project. We believe Mr. Hayden will move this project forward in a positive manner in the spirit of communication and cooperation with all stakeholders.

Importantly, the Community recognizes the Interstate 10 (I-10) Widening Project is the number one statewide priority project for ADOT. As such, we feel strongly that ADOT

must bring an experienced and professional project management team who will work closely with our key staff in moving this project forward.

The Community Council adopted Resolution GR-119-05 on August 5, 2005 that identifies several priority areas regarding the alignment, improvement, operation and maintenance of, and access to Interstate 10 within the boundaries of our Community. A copy of this resolution has been provided to you and Mr. Robert Hollis of FHWA so that your respective organizations may begin the review process while we concurrently move forward with a Community outreach program and additional input and participation.

Again, it was a pleasure to have the opportunity to meet with you and Mr. Hollis and I look forward to a mutually beneficial working relationship. Your consideration of the Community's recommendations is greatly appreciated.

Sincerely,

Richard P. Narcia, Governor
Gila River Indian Community

cc: Lt. Governor Mary V. Thomas
Gary Bohnee, Chief of Staff, GRIC
Sandra Shade, Director, GRIC DOT
Robert Hollis, FHWA Division Administrator
The Honorable Governor Janet Napolitano

Richard P. NARCIA
GOVERNOR



Mary V. Thomas
LIEUTENANT GOVERNOR

Gila River Indian Community
EXECUTIVE OFFICE OF THE GOVERNOR & LIEUTENANT GOVERNOR

December 20, 2005

Mr. Victor Mendez
Director
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, AZ 85007

Dear Director Mendez:

As you are aware, there has recently been considerable public debate on the future of the proposed South Mountain Loop 202. In an effort to clarify the position of the Gila River Indian Community ("the Community") on this issue please accept this letter to reaffirm that the Community does not support any freeway alignment on tribal lands.

Consistent with a Community Council resolution (GR-126-00) adopted in August 2000 and, more recently, a motion that was adopted by the Council on December 8, 2005 to reaffirm the August 2000 resolution, the Community remains steadfast in its position on the proposed South Mountain Loop 202. Importantly, it is the authority of the Community Council to determine the transportation policy of the Community. Therefore, until such time that the Community Council revisits the actions, the Community will not support or endorse any proposed alignment within the boundaries of the reservation.

While the Community appreciates being a key stakeholder in the Environmental Impact Statement ("EIS") process to date, with the heightened level of public debate on this issue it is important for the Community to convey its position as clearly as possible. In any public forum it is our hope the Community's position is enunciated accurately. Indeed, on behalf of the Community we look forward to working with you on other significant transportation projects that are of common interest.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Richard P. NARCIA
Governor

cc: Community Council, GRIC
Robert Hollis, Division Administrator, FHWA
Sandra Shade, Director, GRICDOT
Cecilia Martinez, Acting Superintendent, BIA, Pima Agency

315 WEST CASA BLANCA ROAD • POST OFFICE BOX 97 • SACATON, ARIZONA 85247
TELEPHONE: (520) 562-6000 • FAX: (520) 562-6010 • EMAIL: executivemail@gric.nsn.us



May 23, 2006

FOR MORE INFORMATION CONTACT: Jeri Thomas
Community Public Information Officer
Gila River Indian Community
(520) 562-6000
(520) 562-6030

Executive Office of the Governor and Lieutenant Governor
-- Media Advisory --

**Governor William R. Rhodes States
The People of Gila River Indian Community
Are Entitled to Vote on Loop 202 Issue**

Sacaton, Arizona – William R. Rhodes, Governor of the Gila River Indian Community, who in the past several weeks has raised speculation among off-reservation residents, politicians, and highway transportation officials that building the South Mountain Freeway on reservation land may still be a possibility, despite past rejection of such a proposal by the Community Council, says his suggestion that the freeway issue should be decided by tribal members in a voter referendum is out of concern that all affected landowners and community residents be heard on the matter.

Rhodes said he acknowledges that the community's District Six council passed district legislation opposing building the freeway on district land, and that the Gila River Community Council reaffirmed that opposition last year. "District Six, they have a legal resolution, and the Community Council resolution reaffirming the District Six resolution is legal," he said, but he noted that during his campaign for governor land owner groups approached him with concerns about not having a voice when opposition was raised.

"The landowners are saying, 'We didn't get a chance to vote.' That's true, if you're not from that District (Six), you didn't get to vote," Rhodes said. He explained that tribal members who have land interest in the affected area of the proposed South Mountain Freeway aren't necessarily members of District Six;

they may be enrolled members in any of the other six districts of the Gila River Indian Community.

This oversight can be remedied, he said, "Their right to vote can come through a voter referendum. This issue has been going on for the past three to four administrations, we will get an answer, and the way get an answer is by a referendum vote. I'm doing this to protect the peoples' rights. They have a right to a referendum."

Rhodes said the bylaws and constitution of the Gila River Indian Community outlines two ways that such a referendum can be held—one, it can be called by a resolution of the Community Council; two, it can called if at least 10 percent of the registered voters in the community sign a petition.

Article 13-Referendum, of the Community's Constitution reads, "A referendum on any enacted or proposed ordinance or resolution or other action of the Council shall be called by a petition of 10 percent or more of the qualified voters of the Community or by resolution of the Council. Such referendum may be held at a special election called for that purpose or may be held at the same time as and concurrent with any other election. The result of such referendum shall be immediately noted in the Council minutes by the Secretary and shall be conclusive and binding upon the Council."

Rhodes said in pursuit of such a referendum, "We can go through the Community Council, ask them for a referendum vote to get an answer from the voters. If the Council feels it doesn't want to do a special election, then we'll have to go get signatures. The people have a right to a referendum, it's in the Constitution. The landowners have a right to express yes or no."



GILA RIVER INDIAN COMMUNITY

SACATON, AZ 85247

LAND USE PLANNING & ZONING

Fred Ringlero, Director

Planning & Zoning Commission
Ordinance Enforcement Office
Tribal Homesite Office
Livestock Office
Survey & Engineering

POST OFFICE BOX E
(520) 562-3301
(480) 899-0092
(520) 836-7291
FAX (520) 562-4008

NATURAL RESOURCES STANDING COMMITTEE

RIGHT- OF- ENTRY

PERMIT NO. RE-02-01

THIS RIGHT- OF- ENTRY is hereby granted to:

HDR Engineering, Inc.
2141 East Highland Avenue
Suite 250
Phoenix, Arizona 85016-4736
Telephone (602) 508-6600
*Contact Person: Stephen A. Martin, P.E., Project Manager

THIS RIGHT-OF-ENTRY, has been granted for the following purpose: To perform the following general types of work:

1. To perform land surveying and temporary aerial target construction.
2. To conduct field investigations for a variety of non-disturbing environmental surveys including drainage, biological, cultural, land use, socio-economic, transportation, geological, visual, noise, air quality, utilities, and other environmental considerations.

THIS RIGHT-OF-ENTRY, will encompass the general alignment studies already approved for consideration through prior Tribal Council Resolution. The study area is a three-mile wide corridor starting with the eastern boundary line being the Interstate Highway I-10, northern boundary is the GRIC northern boundary line or commonly known as Pecos Road alignment to a point known as the 35th Ave alignment and turns northwest to the Salt River, the western boundary line is the Gila River and runs north to the Salt River. Please see the attached map of the approved study area.

THIS RIGHT-OF-WAY, will commence **September 6, 2001** and end **September 5, 2003**

THIS RIGHT-OF-WAY, was approved at a duly held meeting of the Gila River Tribal Council meeting on September 5, 2001 in which Gila River Tribal Council approved granting a blanket right-of-entry for a three (3) year period beginning September 6, 2001 and ending September 5, 2004.

THIS RIGHT-OF-ENTRY, is granted with the following conditions:

1. Individuals granted entry into the Gila River Indian Community (the "Community"), but found in other areas outside of their job sites may be cited for civil trespassing by tribal Rangers and/or tribal law enforcement officers. In addition, individuals cited for civil trespass could be fined and have their vehicles and/or equipment confiscated.
2. Activities which are not related directly for the purpose stated above is a violation of the granting for this Right-of- Entry permit and may be cause for the permit to be revoked.
3. Individuals granted access into the Community are prohibited from carrying firearms onto tribal lands. (Tribal Law prohibits hunting and fishing activities).
4. Individuals granted access into the Community must be aware that there are ordinances protecting archaeological and historical sites, as well as the protection of native plants. In the event any ground disturbance is conducted contact with the Land Use Ordinance Office has to be made prior to the activity. Individuals granted access into the Community should make an earnest effort to become knowledgeable of these ordinances, or make inquiries to the GRIC/Land and Water Resources Department when in doubt about situations relating to them.
5. The individuals identified in this permit will notify the Land Use Ordinance Office 24 hours in advance when visits will be made into the Community.
6. Individuals granted access into the Gila River Indian Community must keep this Right-of-Entry in their possession at all times (copies of this permit may be made). Further, it will be understood that the participants of this activity will abide by the laws and

ordinances of the Gila River Indian Community.

THIS RIGHT-OF-ENTRY, in no way holds the Gila River Indian Community liable for

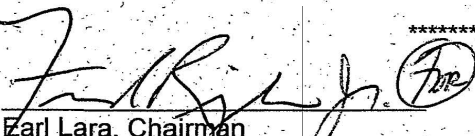
any thefts, damages or injuries while on the Gila River Indian Community Reservation.

Vehicles: See attached vehicle information.

Personnel: See attached personnel information

Notes:

1. Current Business License is required for all consultants doing work within the Gila River Indian Community, including sub consultants.
2. Any additions to field personnel and field vehicles will need to be reported/faxed to the Land Use Ordinance Office.
3. Maps attached identifying areas where work will be conducted.


 Earl Lara, Chairman
 Natural Resources Standing Committee

11/9/01
 Date

cc: Donald Antone, Sr., Governor
 Richard Narica, Lt. Governor
 Davis Pecusa, Pima Agency Superintendent
 GRIC Rangers
 Elaine Blackwater, Land Use Ordinance Officer